PRATT

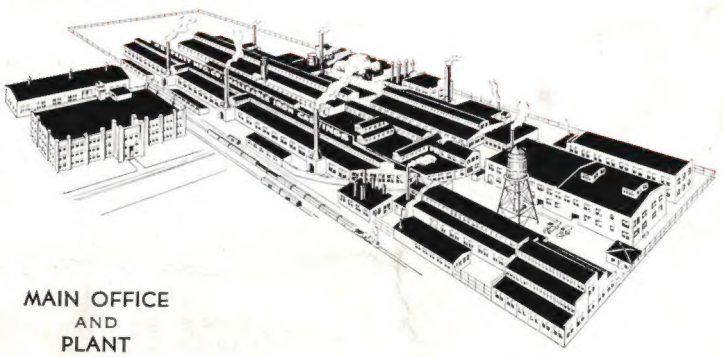
JACKS

AND

AUTOMOBILE ACCESSORIES

MANUFACTURED FROM
PIG IRON TO FINISHED
PRODUCT IN THE
MODERN PLANT
OF

The Wm. E. Pratt Mfg. Co.
JOLIET, ILLINOIS

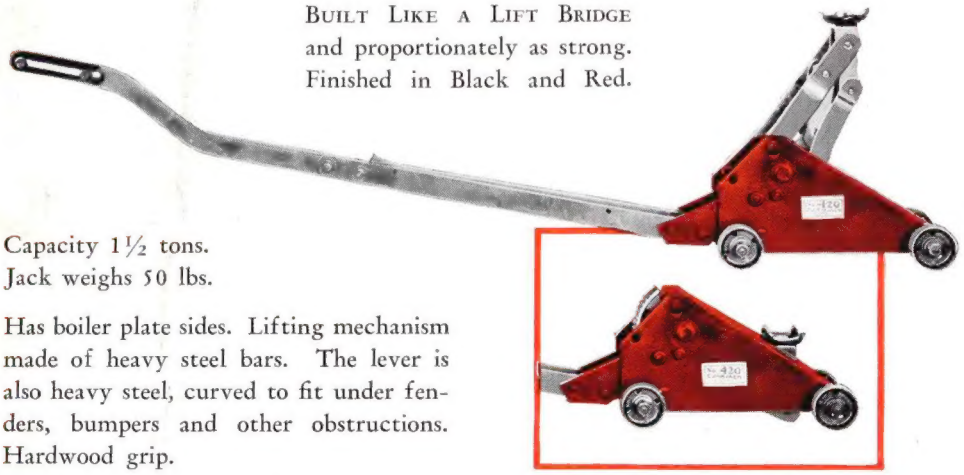


MAIN OFFICE
AND
PLANT
AT
JOLIET, ILL.

No. 420 Curb Jack

This jack is designed as a time-saver for Garages, Service Stations and Tire Shops. The lifting range is so wide that it can be used on any job that comes in the shop. For putting on chains or changing tires at the curb or in the garage or any lifting job on the road it is unsurpassed.

BUILT LIKE A LIFT BRIDGE and proportionately as strong. Finished in Black and Red.



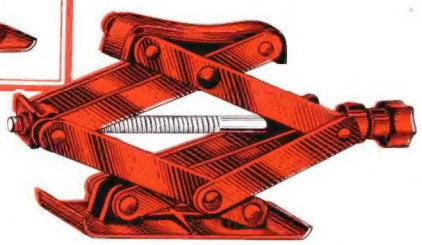
Capacity 1½ tons.
Jack weighs 50 lbs.

Has boiler plate sides. Lifting mechanism made of heavy steel bars. The lever is also heavy steel, curved to fit under fenders, bumpers and other obstructions. Hardwood grip.

Lowest Position — 5½ inches, saddle to floor.
Highest Position—17 inches, saddle to floor.
Total lift 11½ inches.

No. 400 Jack

Operates like a scissors.
Capacity 1½ tons.
Jack weighs 14 lbs.



Saddle and lifting bars are made of heavy steel, base is refined malleable iron. Screw is made of one piece of extra fine steel and runs in ball bearings. The jack is built to place the load on the lifting bars and not on the screw, making operation easy.

A long steel, folding handle is furnished with each jack. It is equipped with a device which locks the handle to the jack making it easy to place the jack in position under the car or remove it by means of the handle.

Finished in Red as shown.

Lowest Position — 5 inches, saddle to floor.
Highest Position—14 inches, saddle to floor.
Total lift 9 inches.

Nos. 224 and 226

Made with two telescoping steel screws and malleable iron frame.

Enclosed ball bearings running on high carbon steel races reduce friction to a minimum.

Supplied with 36 inch cold rolled steel handle which has a device for locking it to the jack making it easy to place the jack under the car or remove it by means of the handle. Handle folds up for stowing in small space.

	No. 224	No. 226
Minimum height ..... inches	6	7 1/8
Maximum height ..... inches	13 1/2	16
Total lift ..... inches	7 1/2	8 5/8
Diameter of Screws ..... inches	3/4x1 1/8	3/4x1 1/8
Capacity ..... tons	1 1/2	2
Weight of Jack ..... pounds	7 1/2	8 1/2

No. 219

Made of malleable iron with telescoping steel screws and ball thrust bearings.

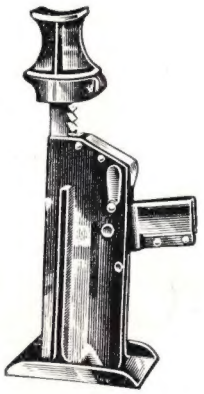
Long folding handle locks to the jack so that it may be easily placed under car and removed by means of the handle.

Has base drive and machine cut gears, which are completely enclosed. Designed for balloon tired passenger vehicles, and can also be used on pneumatic tired trucks up to 1 1/2 ton capacity.
Finished in red and black enamel.

Minimum height	5 3/8 inches
Maximum height	13 3/4 inches
Total lift	8 3/8 inches
Capacity	1 1/2 tons
Weight of jack	10 pounds

No. 43

This is a light jack for small cars. Has malleable flip cap to accommodate balloon tires as well as ordinary tires on Ford, Chevrolet, Overland and similar cars.



Heavy gauge pressed steel frame, and steel rack bar.

Furnished with one piece steel handle. Finished in black enamel.

Minimum height, flip cap thrown over	8 1/2	inches
Minimum height, flip cap in place	10 1/2	"
Maximum height, flip cap throw over	13 1/2	"
Maximum height, flip cap in place	15 1/2	"
Total lift	5	"
Capacity	3/4	tons
Weight of jack	4 1/4	pounds

No. 43A—Same as above, but without flip cap.

We desire quotations on the items checked below. Quote your lowest price for the quantities indicated.

Check	Quantity
	420 Curb Jack
	400 Jack

Nos. 44 and 45

The Pratt Jack No. 44 is one of the most dependable jacks on the market. This is due to the fact that it is more substantial than usual, heavier steel being used, heavier pawls and base and a heavier handle.

Both the frame and the base have reinforcing ribs. The movement is simple and does not get out of order. Steel rack bar with milled teeth. Black enamel finish baked on.

Furnished with 15½ inch steel handle.

Minimum height	10 inches
Maximum height	16 "
Total lift	6 "
Capacity	1 ton
Weight of Jack	6½ pounds

No. 45—**Same as No. 44 with folding extension handle.**

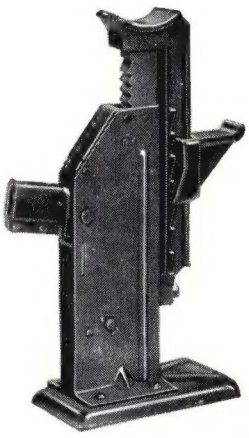
Nos. 46 and 47

The frame and base of these jacks are made of heavy gauge steel. The base is ribbed to prevent buckling. The rack bar is of steel with heavy malleable iron pawls, cap and side step.

Finished in black enamel baked on.

Furnished with 29 inch folding steel handle.

No. 47—**Is identical with No. 46, except that the side step is adjustable.**



		No. 46	No. 47
Minimum height of cap	inches	10	10
Minimum height of side step	inches	6	4
Maximum height of cap	inches	16	16
Maximum height of side step	inches	12	15
Total lift, each position	inches	6	6
Capacity	tons	1½	1½
Weight of Jack	pounds	8¾	9¾

Nos. 00 and 005

These jacks are made of the best grade of refined malleable iron and steel screws. Body neatly finished in black enamel.

A single flip of the pawl arranges the jack for either lifting or lowering. Both jacks have ample margin of strength over rated capacity.

No. 00 is furnished with malleable handle attached directly to the jack. Is for passenger cars.

No. 005 is designed especially for heavy auto trucks. Is furnished with steel extension handle, and screw runs on heavy bronze bearings.

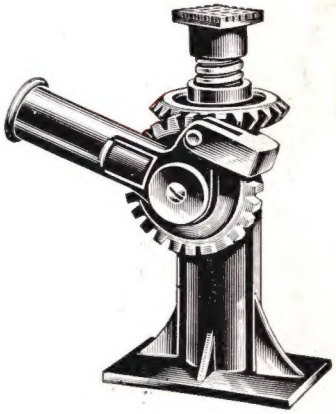
		No. 00	No. 005
Minimum height	inches	10	10
Maximum height	inches	15½	15½
Total lift	inches	5½	5½
Diameter of Screw	inches	¾	1⅛
Capacity	pounds	2000	12000
Weight of Jack	pounds	3¾	27

Nos. 315 and 333

The No. 315 Jack is in great demand for use with Chevrolet and Ford Trucks, Reo and International Speedwagons and similar jobs. The extra heavy screw runs on ball bearings making operation easy.

The No. 333 is designed for 2, 3 and 5 ton trucks. The frames and gears of both jacks are made of refined malleable iron as is the corrugated cap.

Both jacks are finished in black enamel and furnished with steel handle. A flip of the pawl arranges the jack for either raising or lowering.



		No. 315	No. 333
Minimum height	inches	10	10
Maximum height	inches	16	15¾
Total lift	inches	6	5¾
Diameter of screw	inches	1	1½
Capacity	tons	3	5
Weight of Jack	pounds	8	17

No. 6 Tire Pump

These pumps have a single cylinder steel barrel, 1¼ inches in diameter. Finished in black enamel.

Has folding stirrup and Schroeder connections.

The plunger rod is made of good grade steel, with wood handle.

The hose is covered with cloth, which will add greatly to its durability.

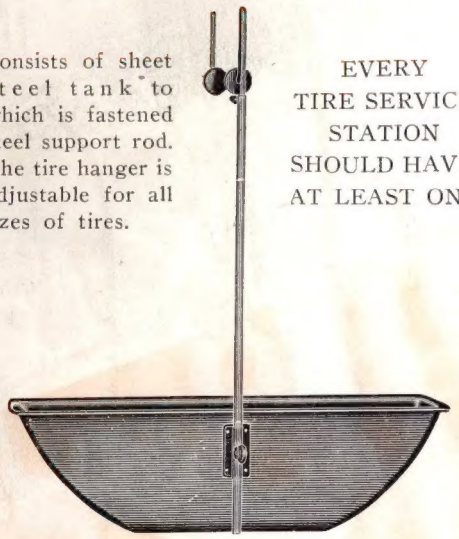
This is a very well made, durable and serviceable pump at a low cost.

Pratt Tapered Roller Bearings

For all cars and fully interchangeable with other standard makes.

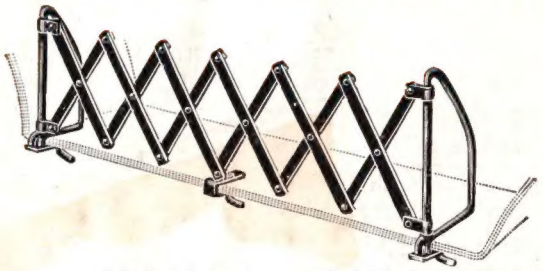
Pratt Tube Tester

Consists of sheet steel tank to which is fastened steel support rod. The tire hanger is adjustable for all sizes of tires.



EVERY TIRE SERVICE STATION SHOULD HAVE AT LEAST ONE

Nos. 2 and 7 Luggage Carriers



Made of steel, enameled black.
Folds to eight inches. Height, 13 inches.
No. 2—Length open 60 inches; round end gates.
No. 7—Length open 58 inches; flat end gates.

No. 6 Luggage Carriers

This carrier folds along the edge of the running board completely out of the way and invisible. It fastens to the running board with two screw clamps. Finished in black japan.

Length closed 44 ins., open 48¾ ins., height 8⅝ inches.

Spark Plug Wrenches

DOUBLE END	SINGLE END
Three sizes fit all cars.	
No. 1A—1-5/32 x 29/32	No. 1—29/32
No. 2A—1-5/32 x 31/32	No. 2—31/32
No. 3A—1-1/32 x 29/32	No. 3—1-5/32

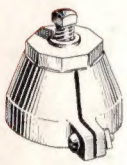
Handles included with all wrenches.

Malleable Iron Pliers

Made of malleable iron, machine riveted and weigh ½ pound. They are finished in four styles.
Style A, plain natural color; style B, dull nickel plated; style C, polished nickel plated; style D, enameled body with polished head.
No. 1 are plain riveted pliers; No. 2 are slip joint; No. 4 are slip joint, with milled teet and hardened jaws.

Wheel Pullers

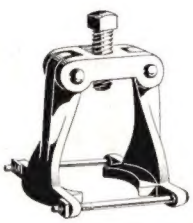
All the following wheel pullers are made of strong, refined malleable iron and are attractively priced.



Chevrolet 1924-1928
Auburn 8-77, 6-66A, 1927-1928
Buffalo Wire Wheel, Model 15-5
Buffalo Disc Wheel (Ford and Chev.)

Chandler, Model 31; Chrysler 50, 70, late 1927; Chrysler 52, 62, 72, 75, 1928; Chrysler Imperial 1926; Cleveland Big Six Model 31; Davis Model 92, 1927; DeSoto 1929; Dodge Light Six 1929; Ford Truck prior to AA; Gardner 8-80; Graham-Paige 610, 614, 6-45; G. M. C. Ton Truck; Jewett 1926, 27, 28; Moon Series A 6-60; Moreland Road Runner; Nash 1929 St. C; Oldsmobile Wire Wheel D5-7; Paige Model 6-45; Peerless Model 6-60, 6-81; Plymouth 1929; Pontiac 1926, 27, 28.

Ford Model T



Ford Model A-1930
All AA Trucks except threaded hub.

Chevrolet 6
1929-1930

Ford Model A
1928-29